## NOT DECISIVE, BUT THE BRITISH LOSSES WERE HEATY.

British Reconnoissance in Force Shews Enemy's Strength-Advance Cost from Lighty to One Hundred Men-Beers' Loss Believed to Be Greater-Their Big Guas Put Out of Action by British Fire-Naval Re-enforcements from Durban with Guns Arrived at a Critical Time and Did Good Work-Counter-Move by the Boers in Force Made Gen. White Decide to Withdraw After a Four Hours' Engagement-Two Battalions of Infantry Missing - Some Mountain Guns Lost.

Special Cable Despatches to Tita Bos.

LONDON, Oct. 31 .- The news of the engage ment at Ladyamith that reached the public here last evening, in the form of official despatch from Gen. White, the British commander there, was received with considerable misgiving. There was so much that was obviously unsaid, and what was said was so unsatisfactory that the despatch read much like an apology for failure, in which everything necessary to an appreciation of the circumstances was suppressed,

The facts that two infantry battalions were maccounted for at the time of despatching the message and that the mules had stampeded, nobody knows where, with an indeffnite number of mountain guns, were not compensated for by Gen, White's sanguine belief that the naval guns with which he had been reënforced would enable him to dominate the enemy's heavy artillery, which, it is believed, consists of Creusot guns, which are admittedly superior in range to the British guns. The War Office issued Gen. White's despatch.

which is as follows: "LADYSMITH, Oct. 30. I employed all the troops here yesterday except those obligatory as a garrison for the works. I sent No. 10 Mountain Battery, with the Irish Fuelliers and the Gloucestershire regiment to take up a position on the hills to clear the left flank. The force moved at 11 o'clock last night and during the night firing of the battery the mules stampeded with some of the gans, which, however, I hope to recover. Two battalions have as yet not returned, but are

expected this evening. I detailed two brigade divisions of field artillery, and five battalions of infantry, aided by cavalry, under command of Gen. French, to attack the position on which the enemy yesterday mounted guns. They found the position evacuated, but our force was attacked with considerable vigor by what I believe to be Commandant General Joubert's troops. They had many guns and showed in great numbers Our troops pushed the enemy back several miles, but did not succeed in reaching his

Our losses are estimated at between eighty and one hundred. The enemy's must have been much greater, the fire of our guns appearing to be very effective.

After being in action for several hours I withdraw my troops and returned unmolested to the cantonments.

The enemy are in great numbers and their guns have further range than our field guns. I now have some naval guns, which have tempo-rarily silenced and. I hope, will permanently dominate the enemy's best guns, with which he has been bombarding the town at a range of over 0,000 yards."

Gen. White's unsatisfactory report is supplemented now by some press telegrams, especially a detailed account of the situation from the andard's correspondent. These despatches showthat the reconnolssance in force, though it technically achieved its purpose, was not so auccessful as it might have been if a strategic English General's plan. It is also known now that the loss of the British was serious. It is assumed here that the naval guns re-

ferred to were deinch wire quick-frere and that they were probably Ladysmith. Oct. 30.—It is r mounted on their deck mountings. These guns, according to the newspaper cor respondents, were fired with excellent precision, and they quickly allenced the Boers' 40unders which had been dropping projectiles into Ladyamith. The naval brigade evidently errived in the nick of time and worked with characteristic smartness. They reached Ladysmith from Durban at 9:30 in the morning. and about three hours later had their guns

The Standard's correspondent at Ladysmith telegraphed Monday afternoon that an advance was made in the morning with the object of shelling the Boers from the position in which resterday they mounted a number of guns. pon reaching the spot the position was found to be evacuated. The British troops held on, however, and the movement developed into a recoungissance in force.

The attack began at daybreak. The enemy were posted on a range of hills having a frontage of about sixteen miles. The British force was disposed in the following order: On the right three regiments of cavalry, four batteries of artillery and five battalions of infantry; in the centre, three batteries of artillery, two regiments of cavalry, and four battalions of infantry; on the left two battalions of infantry. namely, the Irish Fusiliers and the Glouces rshire battalion, and the Tenth Mountain Battery.

The plan of operations drawn by Gen. White was that, as the movement developed, the force constituting the British centre, which was disposed under the cover of a koppe three miles from the town, should throw itself upon the enemy, while the left flank was held by the Irish Fusillers and the Gloucester shire battalion. The scheme was well devised but failed in execution owing to the Boer position, which formed the objective, being evacua ted. The British artillers quickly reduced the niume of the enemy's fire, but the attack delivered on the British right flank was the prinone and the column was compelled to change front.

When this attack had been silenced for a time the British infantry advanced, covered by the cavalry. The enemy now began to develop a heavy counter attack, and as they were in great numerical superiority, Gen. White gave orders for the infantry to be gradually with-

The movement was carried out with great teadiness and deliberation under cover of the British guns, which were in an excellent post-

The engagement, which issted several hours resulted on the British side, in casualties estimated at ninety or a hundred. The Boer nexes must have largely exceeded this.

The attack was admirably delivered by the British right and the Boers were fairly driven out of one of their strongholds near Lombard's op. It was impossible, however, to push he success much further, as beyond that front lay a long, broken ridge afford-ing every kind of natural cover. Of enemy took the full-stage. The British shells advantage. failed to dislodge them, and as the infantry moved forward in extended order they came under a heavy and well-directed rifle fire, the

effect of which was soon apparent. Gen. White, who was with the centre, seeing the troops on the right were somewhat pressed, sent to their assistance the whole centre column, with the exception of the Devonshire legiment. The battle had then lasted four hours

during which the artillery fire on both sides had been almost incessant. The naval brigade which had landed at

There is a through train every hour leaving Grand Central Station by the New York Central. Two-cent mileage tickets are good. Ads. Duri an from the eruiser Powerful, arrived on

the scene toward the end of the fight. They at once brought their heavy guns into play. Their practice was magnificent. At the fourth shot the enemy's 40-pounders were

knocked out of action.

The town is now therefore freed from the apprehension of bombardment. The Boers throughout the engagement held their ground with courage and tenacity. Considering the intensity of the British artillery fire they must have suffered severely.

The correspondent, supplementing the fore going in a later despatch, says: "The first shot was fired at 5:20 A. M. It

came from Lombard's Kop, a lofty eminence some five miles to the east of Ladysmith. Battery after battery went into action and gradually the enemy's fire slackened. For nearly two hours not a British shot was returned save when Long Tom, the name our soldiers have given the 40-pounder, hurled a shell, which we followed with anxious eyes into the town of Ladyamith.

'Presently the enemy's horsemen were seen streaming on the hill to our left. Sheltered by the rising ground they occupied a ridge on our left flank. There, hidden by the scrub and trees, they could watch the turn of events safely and wait their chance.

"The Devonshire Regiment now advanced toward a Kaffir kraal under a hillock. There they remained with orders not to fire a shot until called on. Only when voileys were heard in their rear and on their flank did they show any sign of restlessness.

"The sound of this firing, feeble though it seemed, satisfied us that the Gloucestershires and the Fusiliers were at work, and that there was no truth in the story of disaster to these battalions after the stampede of the mules at midnight.

"Gens. White and Hunter and their staffs watched the development of the artillery attack, which gave the first promise of a realization of Gen. White's plans.

"Soon after 9 o'clock messengers began to arrive with news that the right column was in need of support. The Gordon Highlanders. then the Manchester Regiment and then the Rifle Brigade were sent to its assistance until only the Devonshire Regiment and a squadron of mounted infantry and the field hospital were left with the centre.

"The enemy rarely showed themselves, though along the ridge that lay beyond the range of our guns they from time to time gave us an opportunity to judge of their numbers. "The noise at the height of the engagement was almost deafening. Above the rattle of the musketry could be heard the thud of the Maxims and the banging of the quick-firing guns, which considerably added to the difficul-

ties our men had to encounter. "The purpose of the reconnoissance had, however, been gallantly achieved and our infantry began to fall back. The movement was covered by the cavalry. Some of the troops had to cross open ground toward the centre and while doing so were raked by a heavy fire. The retirement, however, was effected without disorder or serious loss.

"Our batteries were got in position to secure the withdrawal of the other arms without molestation, but the fortunate destruction of Long Tom rendered such service unneces sary.

According to the Times's Ladysmith corre spondent, the stampeded battery mules ran to the enemy's position. The same correspondent intimates that the Boers are well supplied with field guns, Maxims and thirty-seven millimetre guns, but the casualties caused by

their artillery were not severe.

Dr. Jameson and one of his coadjutors in the Transvaal raid, Sir John Willoughby, have arrived at Ladysmith. They witnessed the

fighting.

The Times's military expert, reviewing the action, thinks that although Gen. White's object was not accomplished, his movement was fully justified. He undoubtedly dealt a severe blow to the Boers and checked a humilisuccessful as it might have been if a strategic ating bombardment. He probably greatly formers it is also known now leasened the liability to serious loss, and placed fresh obstacles in the way of the Boers' efforts to cut communication between Lady-

LADYSMITH, Oct. 30 .- It is reported that Col. Moller's detachment of the Eighteenth Hussars, who are now prisoners at Pretoria, num bers 250 men.

An order has been issued here for all nonresidents and suspected persons to quit the town.

NEUTRALITY OF DELAGOA BAY, France Urged to Initiate a European

Agreement to See That It Is Maintained. Special Cable Despatch to THE SUS. Paris, Oct. 30.-The date for the meeting o he Chambers has been definitely fixed for

Nov. 14.

A deputation from the African Society of France to-day visited M. Delcasse, Minister of Foreign Affairs. M. Charles Soller, a celebra ted explorer, who is Chairman of the society, pointed out that the freedom of commerce and the safeguarding of European interests in Mozambique Channel necessitated Delogoa Bay being kept outside the present conflict in South Africa. He urged M. Delcasse to initiate an agreement with the other European pow ers to assure the neutrality of Delagoa Bay. I is feared that England may saize the place for military purposes, and by means of the cable censorship prevent news from reaching Europe until she accomplishes her purposes with the Transvani and Orange Free State. Prime Minister Waldeck-Rousseau and M. Deleased have urged the Budget Commission of the Chamber of Deputies to reconsider its decision to out off certain credits for the clergy and to abolish the French Empassy at the Vatican. The Commission refused to make

# THE BOERS BEFORE MAFEKING.

Gen. Croude Reports That They Repulsed British Bayonet Charge on Saturday.

any concessions to the Ministers.

Special Cable Despatch to THE NOR. PRETORIA, Oct. 30.-Gen. Cronje reports that the force under Commandant Louws is langgered near the grand stand on the racecourse at Mafeking. He says that the Boers repulsed British bayonet attack on Friday, and that he enemy left six dead on the field. It is be-

the cnemy left six dead on the field. It is be-lieved that many were wounded.

Col. Baden-Powell, the British commander, asked for an armistice on Saturday to enable him to bury the dead. Gen. Cropic consented, and the Boers helped place the bodies on the cart which was sent for them.

SENDING THE WOUNDED TO PRETORIA The British Left at Dundee Seat to the Transvanl Capital.

Special Cable Despatch to THE SUN. PRETORIA, Oct. 27 .- (Delayed in transmis ion)-Two hundred British troops, who were wounded in the fighting at Dundee and who subsequently fell into the hands of the Boers when they occupied the town, are expected to arrive here to-night. The State schools have been prepared as hospitals to accommodate them.

GEN. BULLER AT CAPE TOWN. British Commander Arrives to Take Charge

of the British Forces

Special Cable Despatch to THE ST CAPE TOWN, Oct. 30,-Gen. Sir Redvers Buller, who sailed from Southampton on Oct. 14 to assume command of the British forces in South Africa, arrived here at 10 o'clock to-night on the steamer Dunottar Castle. It is expected that he will land in the morning. Great preparations have been made to wel-come him, and the city das been decorated in his honor.

From 7 A. M. to Midnight

DEWEY HAS CHOSEN A WIFE AUTHORIZES THE SUN TO ANNOUNCE

The Expectant Bride Is the Widow of Gen. W. B. Hazon and a Sister of John R. McLenn-Admiral Moves Into His New House-Congratulated by Secretary Long.

HIS ENGAGEMENT.

WASHINGTON, Oct. 30. - Admiral Dewey to-night authorized The Sun to announce his engagement to Mrs. Mildred Hazen, the widow of Gen. William B. Hazen. The date of the wedding has not been announced. The Admiral to-day moved into his new home on Rhode Island avenue. and his anxiety to occupy it without any delay leads his friends to believe that the marriage of Mrs. Hazen and himself will be an event of

the near future. Mrs. Hazen is the daughter of Mrs. Washington McLean, whose Washington residence Admiral Dewey occupied during the ceremonies in his honor here and for a short time thereafter. It is very evident that the Admiral and Mrs. Hazen were engaged prior to his return to Washington. Mrs. Hazen is a sister of John R. McLean. the Democratic candidate for Governor of Ohio. Her sister is the wife of Capt. Nicoll Ludlow. U. S. N. Gen. Hazen, at the time of his death, a year ago, was the Chief Signal officer of the United States Army. He was succeeded by Brig .- Gen. A. W. Greely, the Arctic explorer. Admiral Dewey attended the opening performance to-night of the Bert Coote Theatrical Company at the Lafayette Square Theatre. The play was "A Battle-scarred Here." The announcement of his engagement was made by the Admiral to THE SUN. through Secretary Long, who went to the Admiral's box with the request of THE SUN reporter for information as to the truth of the report that the Admiral and Mrs. Hazen were engaged. Admiral Dewey promptly confirmed the report, and said that the Secretary might appounce it. Of course the Secretary congratulated the Admiral on the spot, but the nudience did not know why the the two men were shaking hands and the cause of the Admiral's blushes. Admiral Dewey was cheered roundly several times. Rear Admiral Schley, who was in the audience, visited Admiral Dewey in his box, and this brought forth more cheers. Secretary Long was cheered also.

#### KIPLING'S APPEAL IN VERSE, A Poem to Be Sold for the Benefit of Soldiers' Widows and Orphans.

Preciai Cable Despatch to Tue See. London, Oct. 30. - Rudyard Kipling has written a poem which will be sold in behalf of the fund for the benefit of the widows and orphans of soldiers killed in South Africa. It is an appeal in the style of the "Barrack Room Ballads" for the women and children "Tommy Atkins" has left behind. The last stanza reads: Let us manage so as later we can look him in the

And tell him what he'd very much prefer That while he saved the empire his employer saved his place.

And his mate, that you and me looked out for her. He's an absent minded beggar, and he may forget it

But we do not wan't his kiddies to remind him That we sent 'em to the workhouse while their daddy hammered Paul, So we'll help the homes our Tommy's left behind

Each stanza has a separate refrain, of which the following is a sample:

Cook's son, Duke's son, son of a belted Earl, Son of a Lambeth publican, it's all the same to-Pass the hat for your credit's sake and pay, pay,

THE AMERICAN HOSPITAL SHIP.

#### War Relief Project of American Women in London-Contributions from Americans

Special Cable Desputch to THE Stry. LONDON, Oct. 30.-The movement inaugurated by American women to furnish a hospital ship for the use of sick and wounded British soldiers is taking on extra energy. An additional committee has been chosen to assist the principal committee, and all the members flud abundant duties to perform as the ship must be ready in three weeks. The order for the fitting out of the Maine, the steamer that will be used as the hospital ship, has already been

be used as the hospital ship, has already been placed. Many firms have donated commodities for the vessel.

Already £5,000 has been subscribed, and £2,000 is promised. Among those who have agreed to donate are Frank Gardiner, who will give £1,000, John Hays Hammond, £1,000, W. K. Vanderbilt, £500, P. E. Singer, £500, August Belmont, £200, and August Meyer £200. The War Office has fully approved the project permitting the entire surgical and nursing staff with the exception of the superintendent, to be Americans.

### SPANISH FLEET TO CONCENTRATE Alarm Over the British Display of Force in Mobilizing Warships.

Special Cable Despatch to THE Say LONDON, Oct. 30 .- THE SUN'S Madrid correapondent mailed on Friday last the following. which the censor would not allow him to

telegraph: "There is a great deal of activity in diplo ships. A majority of the foreign representa-tives here to-day received cipher despatches and many of them subsequently conferred with Prime Minister Silvela. Orders have already been given for the Spanish fleet to concentrate at Cadiz. Despatch boats have been sent with secret orders to the Canary Islands and the southern mainland ports."

KAISER'S COQUETRY WITH ENGLAND. Not Considered Conductve to a European Agreement as to the Transvaal.

Special Cable Despatch to THE SUN Pants, Oct. 30.—The Figure says the Kaiser's coquetry with England and his Interview with the Czar is not conducive to an agreement between France, Russia and Germany in regard

to the Transvaai.

The Echo de Puris prints an interview with Dr. Leyds, the Transvaai Agent in Europe, who expressed the opinion that the action at Ladysmith would be a decisive one. Although Europe sympathized with the Beers, he was aware of the fact that the powers would not intervene if the Boers were beaten. CECIL RHODES FEELS SAFE.

Compliments the Troops at Kimberley After the Recent Fight. Special Cable Despatch to Thu Box.

CAPE TOWN, Oct. 30.—A despatch from Kim-

erley says that Cecil Rhodes complimented the troops after the recent fight there. He said that if there was one man whom the Roers would like to capture it was himself, but he felt perfectly saie in Kimberley. KING MENRIEK TO MAKE WAR.

Now Marching on the State of Tigre With 40,000 Men. Special Cable Despatch to THE SUR. Panis, Oct. 30,-A telegram from Jiboutel, French Africa, says that King Menclek, at the head of 40,000 men, is marching on the State of Tigre. It is believed that he centemplates an action beyond the Abyssinian frontier.

Advertising Rate Man wanted by one of the largest newspaper and magazine advertising agencies. Must be an experienced man, rapid and correct, one who possesses a thorough knowledge of the value of mediuras and capable of placing varied classes of business in both magazines and newspapers. Apply by mail to Advertising Agency, but 175, care talls paper, giving experience and specific qualifications. Agency not located in this city.—Adv.

VICE-PRESIDENT SINKING.

Mr. Hobart's Family Cailed to His Bedside at 1 o'Clock This Morning.

PATERSON, N. J., Oct. 31,-At 1 o'clock this morning Dr. Newton, Vice-President Hobart's physician, was called hurriedly to Mr. Hobart's house, Hobart Tuttle, the Vice President's brother-in-law, also was sent for, and the members of the family assembled at Mr Hobart's bedside.

A messenger who went from the house or

one of these errands said that Mr. Hobart was

dying. PATERSON, N. J., Oct. 30 .- It was announced to-day on the authority of his family and by Dr. William K. Newton, his physician, tha Vice-President Hobart's condition is critical Hobart Tuttle, Mr. Hobart's brother-in-lay said this morning that he had passed a bad night, and in the afternoon members of the Vice-President's family admitted that his illness had taken a turn for the worse. Neither they nor Dr. Newton would give any information as to the disease from which Mr. Hobart is suffering.
At 8 o'clock to-night Dr. Newton gave out

the following statement, the longest he has

made in relation to the case: "As Mr. Hobart's physician, I do not fee warranted in making any statement un-authorized by the family. I may say, however, that Mr. Hobart's trouble reached a critical stage between the hours of 11 o'clock last night and 2 o'clock this morning. After that he seemed to grow worse for a time, but rallied and improved during the day. At 5 o'clock this afternoon he fell into a natural sleep, and was still sleeping at S o'clock to-night. As to the nature of the malady. I do not care to talk, but I may say that it has been greatly aggravated by his attention to his social duties. It is probable that within two or three days I shall give out a statement of all the facts in the case. Albert A. Wilcox, Mr. Hobart's law partner, said he did not believe Mr. Hobart would die during the night, but he had but little hope

Two medical specialists were at Mr. Hobart's house resterday. A telegram was received from the White

of his ultimate recovery

House to-day asking for information as to the Vice-President's condition. It was referred to Dr. Newton and answered by him At midnight the Rev. Dr. Magic, pastor o the Presbyterian Church which the Hobarts attend, and who had just left the house, said that Mr. Hobart was sleeping quietly,

WILLIAM HENRY WEBB IS DEAD,

He Was One of the Most Famous of Ameri can Shipbuilders.

William Henry Webb, one of the country's famous shipbuilders, died yesterday at his home, 415 Fifth avenue. He was 84 years old. Mr. Webb's life was part of the history of American shipbuilding. His father, Isaac Webb, began his work as apprentice to Henry Eckford. who made a national reputation as a shipbuilder during the War of 1812. Webb, Smith A Dimon built the Robert alton in 1819, and the steamship Robert Fulte , the second ocean steamship. Mr. Webb designed and built, with Henry Eckford, the line-of-battle ship

W. H. Webb was born in New York on June 19, 1819. It was not intended that he should pards of the shore when she lurched forward follow his tather's profession, but his education under private tutors and in the Columbia College grammar school revealed the bent of

his mind. Before he was twenty-three he built three packet ships under sub-contracts in his father's shippard. He had to make a voyage to Europe for his health in 1839, and while abroad his father died. In 1843 Mr. Webb took charge of the entire business. For thirty Each of 'em doing his country's work, and who's to | years he was one of the most prominent shipbuilders in this country. In 1848 he built the Cherokee, the first steamship to be run between New York and Savannah, and the first steamship for the New Orleans trade. He also built the first Pacific Mail steamship. He designed and built the General Admiral for the Russian Navy in 1858, and subsequently built the sinking boat notified the police, word went ironclads for the United States. Italy and to the Liberty street station, and calls were France. The steam ram Dunderburg, which he built during the Civil War, and which became the Rochambeau of the French Navy, was the lastest warship alloat. Mr. Webb's fronchids were the first to cross the Atlantic.

Mr. Webb was an original shareholder of the Pacific Mail Steamship Company. He was also one of the original subscribers to the building of the Panama Railroad. From 1887 to 1870 he was largely interested in the line of steamships engaged in the European trade. He retired from business in 1872. Mr. Webb refused a nomination for Mayor of New York three times. Recently he established the Webb Academy and Home for Shipbuilders, a free educational institution for instruction in shipbuilding and marine architecture, and a home for old and infirm shipbuilders. The academy is on Fordham Heights.

Mr. Webb had a country place, Waldheim, at Tarrytown. In 1843 he married Henrietta A. Hidden, He was a member of the Union, Union League, Republican, Century and City Ciubs.

STRENGTH OF GEN. OTIS'S FORCE,

He Has Over 39,000 Men and Will Soon Hav 65,000-1,000 More Men to Be Recruited.

WASHINGTON, Oct. 30.-Although the last of the twelve additional volunteer regiments authorized by the President has been fully recruited, the work of securing additional troop ships for service in the Philippines will not stop. It has been decided by the Secretary of War to enlist at least 1,000 more men for matic circles in connection with the British service under Gen. Otis. With the ar-display of force in the concentration of warrival of the Thirty-second Regiment at Manila on the steamship Glenogle to-day. Manila on the steamship Gienogie to-day, Gen. Otis has under his command over 30,000 soldiers. An order was issued to-day by the Adjutant General of the Army to Col. Back, commanding the Forty-ninth Volunteers, a colored organization, directing the movement of his regiment from Jefferson Barracks, Mo., to San Francisco by the 15th of next month. With the departure of this regiment the last of the twelve volunteer organizations will be under way for Manila, and with its arrival in the Philippines Gen. Otis will have a force of nearly 65,000 men.

under way for Manila, and with its arrival in the Philippines Gen. Otis will have a force of nearly 65.000 men.

The increase of 1,000 authorized to-day by the Secretary of War is made to fill the regular regiments now in the Philippines to their maximum quota, this being necessary because of the discharges of men whose terms of emistment will expire. It is the intention of the War Department authorities to recruit these men in the East and they will be remiezvoused at Fort Wood and Fort Slocum. In New York harbor. They will be sent to Manila on the transport Summer, formerly the naval collier Cassins, which is now fitting out at Norfolk, Va. The Cassius is expected to sail about Jan. 1, but as she will go by way of the Suez Caani, Gen. Otis will not have the use of these troops until about the middle of February.

PHILIPPINE COMMISSION MEETS.

All the Members Present, Including Admit ral Dewey and President Schurman. WASHINGTON, Oct. 30,-The Philippine Commission held its first meeting here this morning, all its members, President Schurman, ing, all its members, President Schurman, Prof. Worcester, Col. Denby and Admiral Dewey, being present. Formal organization was effected and clerks and stenographers was effected and clerks and stenographers appointed. Mr. McArthur, the clerk to the Commission, has not yet reached Washington from Manila, but is expected within a few days. It was agreed to meet at 10 clock each morning and hold sessions about three hours, leaving the afternoons and evenings free for the individual work of its members. The session to-day was devoted to mapping out the work on the report of the Commission and assigning to the different members the various subjects for treatment. The Commission will take no more testimosy, it being the unantmous opinion that that already secured covers the ground fully. the ground fully.

Dr. Jameson at Durban. Special Cable Despatch to THE BUR. CAPE Town, Oct. 30,-Dr. Jameson has an rived at Durban.

time and went down. Bensolyptus Tooth Powder refreshing, cleansing. Makes the breath fragrant. Well worth a trial. At all druggists. \_\_du.

FERRYBOAT SUNK.

Chicago Cut Down in Midstream With Loss of Life.

CITY OF AUGUSTA SANK HER.

Some Passengers Swim Ashore—Tugs Pick Up Many More.

bout a Hundred Were on Board, Many of Them from the Midnight Train-Truckmen See That Every Woman Gets a Life Preserver-The Boat Went Down Very Quickly After She Was Hit-Tugs Flock to the Rescue and Pick Up Floating Passengers and One Dead Body.

this morning with the passengers of the express train which left Philadelphia at 10 o'clock, was struck in midstream about 150 yards southwest of the Starin pier by the steamship City of Augusta, Savannah, coming in The steamship hit her on the starboard side and cut a hole in her, going clear through her guard rall and knocking a big hole in her hull. The ferryboat began to sink immediately and before assistance could reach her she had gone down in seventy feet of water. The whistles of the boat and of

the City of Augusta called a fleet of tugs. At 2:30 o'clock this morning the City of Augusta was coming into her pier at the foot of Spring street. On the pier it was acknowledged that she was the vessel that had struck the Chicago. Whether she had survivors aboard was not known.

At the moment of the collision there was a panic among the Chicago's passengers. How many passengers there were is not certain. ladies' cabin, and who swam ashore after the secident says that there were thirty in the ladies' cable. Immediately after the collision the ocean going boat backed, the pilot and Captain of the Chicago, realizing the seriousness of the accident, yelled down to the engine room to put on all steam, and every effort was made to reach this shore. She succeeded in getting within about 150 and began to go down. She settled forward first, and in almost less time than it takes to tell it her decks were under water and she went to the bottom. She sank about 150 yards southwest of the Starin Transportation Company's pier, which adjoins the slips of the Pennsylvania Rairoad Company ferry.

The employees in the ferryhouse and on the docks along the river front who were attracted by the noise of the blowing whistles, and who were close enough almost to hear the cries of the passengers on the sinking boat notified the police, word went

for them. They were under the seats. Some of them got them and some of them didn't. One of the passengers who did get them was Augustus Winterburn, who is in THE SUN's mailing department. He managed to get the preserver fastened around his waist and then to reach the shore

at the foot of Liberty street. Capt. Durham of the Chicago was one of the folks picked out of the water by a tugboat and landed at the foot of Cortland' -treet. He says that he was coming across the river, that this ship, which he thinks was an Old Dominion liner, was coming up the river. The Old Dominion people say no boas of theirs got in after the Jamestown came in in the afternoon. He said he gave her two whistles to indicate that he was going to cross to starboard of her, and that she responded. He turned his own boat all right, but she disobered the signal and came on. He did not realize until it was too late to avert collision, that a collision was inevitable. Then he rang his jingle belis to go ahead full speed. He had slowed down and was going half speed. The steamship crashed into his hoat just abaft the paddle box on the starboard side. The Chicago began to wobble and fill at

There was a wild rush in both eabins to get at life preservers. The men in the cabins at first were for grabbing everything and not giving the women, of whom there were quite a number aboard, a chance, but there was a crowd of husky truckmen from Newark aboard, who ran through the women's cabin yelling, "The ladies first; ladies first." They shoved the men aside. Then the men pitched in, life preservers were dragged from under the seats; every woman was provided with one,

and the men took what was left. By the time these were adjusted the Chicago was lying very low at the stern and was pitching from side to side. Two minutes later she swung around in the stream and sank with her stern pointing straight up the river. As she sank most of her passengers leaped into the water. Capt. Durham said that he believed all of the passengers were saved, and he thinks the only person missing was one of his firemen, a man named Broome.

The whistling of the boats attracted the attention of all the people in the ferryhouse the night men employed there saw that the Chicago was in trouble, and though it was very dark they could make out that she was getting lower and lower in the water and was evidently sinking. The night ferrymaster telephoned cross the river for tugs. Another railroad ferryboat was lying in the slip and the crew of that boat launched a small boat from her upper dack and put out to the Chicago just about the time that she lurched for the last

Before this small boat reached her the tugs took the Jersey shore and eight or ten that

around the sunken boat picking the passengers and crew out of the water. The Chausesy M. Depew was the first tugboat to reach the shore. She had about fifteen passengers, all sonked. The other boats came in later with other passengers. Among the passengers was n Mrs. Sheadim of 104 Fifty-fifth street, Brooklyn. She was in hysterics; she thought that

right, however, on another boat.

The police launches were around the wreck almost as soon as were the fug boats; one of these launches picked up the body of a man about 40 years of age; he was dressed like a truckman. There were seven big double trucks on the Chicago when she started from Jersey City; they went down, horses and all, with the boat. One of these trucks was an Adams Express Company rig and in the express matter that it carried was a safe containing \$8,000 in silver; the agent did not know to whom it was consigned.

J. S. Lewis, the engineer of the Chicago, was one of the men who was picked up by a tugboat and brought ashore. He said that a moment before the crash came the bell in his engine room jingled for extra speed, and he and the assistant engineer and firemen jumped to their engines and did everything that they could. Then the smash came. They felt the boat settling and they could be of no use where they were, and so rushed out on deck; he went up to the hurricane deck and took with him two women who had been provided with life preservers, also a man with a little The Pennsylvania Railroad ferryboat Chicago, which left Jersey City at 12:25 o'clock

boy. They were all rescued. John S. Cohen of the District Attorney's office in Brooklyn, who lives at 422 Hudson avenue, Brooklyn, was one of the passengers on the Chicago. He had been spending the evening in Jersey City. He was returning to New York with Alexander Wier, a coal dealer, a friend of his. They were in the men's cabin having their shoes shined. When the erash came they both jumped out on deck, and then as the boat began to sink they leaped over into the river. Cohen was picked up by a tugboat after he had been in the water about ter minutes: he saw nothing of his friend Wier

after their leap into the river.

Joseph Wegier, who is employed at the Washington Hotel in Jersey City, was on the upper deck of the Chicago and saw the steamer coming up the river; he says there were six or seven women on the deck with him. When the steamer smashed into the Chicago the women were all panic stricken and ran around screaming. He and some of the other men helped them to get life preservers and then he jumped overboard and swam in to Cortlandt street. He does not know what

became of the women. George Ray of Newark was one of the New ark truckmen who aided in getting the women but W. H. Smith, who was in the supplied with life preservers. He was driving ladies' cabin, and who swam ashore a wagon belonging to L. Worth & Co. of Newark. He says that the boat began to settle the moment the crash came and he and the other men who had charge of trucks ran to the upper deck where the most excitement was and where there was a struggle for life preservers.

The passengers realized a few moments after the collision that there was no chance for the Chicago to reach the shore, and every-body who could get hold of a life preserver jumped. He saw one man on the upper deck who had a little boy in his arms there were no life preservers in sight and this man was crying out for one pitifully; hay had no life preserver himself when he jumped. Ray said that after he got in the water there were struggling, screaming people all around him, and there were many he knew who could He got out of the struggling mob as best as

ne could and struck out for the New York shore. He was a good swimmer, but it took all his strength to reach there. A friend of his, Monte Coogan, a commission merchant of Newark, was with him on the ferry boat and ran with him to the upper deck. There he lost Coogan, and when the reporter saw him he said Coogan was missing.

Nearly all of the people who were saved by

the tugs or who managed to get ashore in small boats or by swimming, were taken in charge by railroad officials and taken across West street to the Glen Island Hotel. Among them was Mr. and Mrs. Edward Schneider of 140 Fifty-afth street, Brooklyn; Dr. Oscar Waters of 101 West Ninety-second Charles Blumenstock of 40 Commerce street, Newark : Daniel W. Whalen of 320 Third street, Jersey City, and Joseph Siler of the Mulberry

There was also a Pole named Dziedowski, 25 years old, of White Plains. He had his fouryear-old boy with him and was evidently the man told about by Truckman Ray. came paniestricken on the boat, could find no life preservers, and was running hither and thither when the engineer got hold of him and ran him up on the top of the pilothouse with the child. The pilothouse was not covered with water after the boat sunk, and the two

were rescued without being wet. A. G. Wall and his wife of 101 West Ninetysixth street were two others of the rescued people who got to the hotel. Wall was able to get only one life preserver and this he put on himself. Then taking his wife on his back he leaped overboard and they kept affoat all right until they were picked up.

Capt. Carroll, superintendent of the ferry. said at 2 o'clock that only one body had been found; that was the one taken by the harbor police to Pier A. He said he thought this body was that of Fireman Broom who, the captain of the Chicago said, was missing.

W. H. Smith, one of the passengers who swam ashore, was sitting in the rear of the women's cabin when the collision came. He says that he with the other passengers rushed to the door at the after end of the cabin; there were five or six other passengers with him; the force of the collision had jammed these doors tight together, and it took the whole five of them to get them open. When they got out on the deck they saw that the whole starboard side of the boat had been smashed in and seemed to be gone clear to the engine room, which is amidships between the two wagonways.

Some one of the officers of the Chicago velled All hands on the upperdeck !" and Smith says that he, with all the other passengers, ran up there. Just at that time all the lights on the boat went out. When they reached the upperdeck. Smith said, they saw the prow of a big steamer. It was higher than the up-per deck of the forry boat and all that the passengers heard, besides their own cries, was the voice of somebody on the steamer yelling. Grab our anchor chain, you." The steamer backed away a moment

after the passengers who were with him reached the upper deck and then the Chicago began to sink. After backing out of the big hole she had made in the Chicago the steamer went on up the river; she did not lower any boats. Smith says the passengers on the Chicago stuck to her until the last moment; when it was certain that she was gone they leaped overboard.

Lewis Hough, of Gl Claremont avenue, Jersey City, who was on the upper deck of the Chicago and who says that he was within ten feet of the steamer's prow, declared that she was a Savannah liner. Hough said that when the smash came the steamer cut clear into the ferryboat almost to her smokestacks. He said that the anchor chain of the steamer held the two boats together for a few moments and then the steamer backed away and the Chicago began

At Police Headquarters at half past 2 it was stated positively that the steamer that struck the Chicago was the City of Augusta of | Thirteen persons were injured.

had been at work up and down the river were | the Savannah line. She proceeded up the river to her pier at the foot of Spring street; she had

PRICE TWO CENTS.

not got alongside at half past 2 o'clock. The Chicago is one of the oldest boats of the Pennsylvania Railroad line; she used to be a single-deck sidewheeler and when the rail-road company changed to double-deck boats she was one of the first. She has the record for accidents on the Pennsylvania Railroad line. her husband was drowned. He turned up all having had more than all of the other ferryboats of the Cortlandt street branch out together. She was commanded by Captain Durham.

BIG STORM COMING UP THE COAST.

Northerly Gales of 30 to 60 Miles an Hour-Storm Due Here Te-Day.

WASHINGTON, Oct. 30 .- The Weather Bureau notified all ports on the Atlantic Coast between Delaware Breakwater and Eastport to-night that exceptionally severe northeast gales are indicated for Tuesday, and advised that all shipping remain in port.

During the last twenty-four hours the Carlb-bean Sea storm has moved northward off the Florida and South Atlantic coasts and is central to-night southeast of Wilmington, its rate of progress having been about twenty-nine miles an hour. The storm has increased in intensity, and has been attended by northeast to north gales of thirty to sixty miles an hour along the South Atlantic Coast, the latter velocity being reached at Cape Henry and Kitty Hawk. Storm signals were ordered along the coast as far north as Norfolk on Sunday evening. The storm sig-nal display was extended to Sandy Hook this morning, with information signals as far as Boston, and storm signals were ordered as far north as Boston this evening, when all ports from Delaware Breakwater to Eastport were notified by telegraph that exceptionally severe northeast gales were indicated northward over the southern New England Coast during Tues-

NORFOLK, Va., Oct. 30.-The storm which has been moving up the coast struck Cape Henry been moving up the coast struck Cape Henry to-night and the wind there at 7 o'clock was blowing at the rate of sixty miles an hour and steadily increasing in velocity. Masters of steamers scheduled to sail from here about that hour, fearing the hurricane, hesitated, but finally braved it and sailed. The glass aboard the many ships in lower Hampton Roads gave warning and every vessel there moved up the loads to sheltered harbors. The sterm now rages between Kitty Hawk. N. C., and Cape Henry, moving northward.

CANADIAN TROOPS SAIL.

eave Quebec On the Sardinian to Ald the British In South Africa.

QUEBEC, Oct. 30. - Canada's contingent for the Transvant sailed from here this afternoon on the Allen Line steamer Sardinian. The men were inspected this morning by the Governor-General and Major-Gen, Sutton, They presented a fine, soldierly appearance, When the inspection was concluded the Governor-General addressed the contingent, which is under the command of Col. Otter of the Royal Canadian Regiment of Infantry. He congratulated them on their splendid appearance. He said the people of anada had no desire to consider the quibbles of colonial responsibility. They had simply insisted that their loyal offers should be made known and they heartily rejoiced when they were graciously accepted by the mother country. Canada desired to see her sons well o the front in the field, and would give them a

hearty welcome home. Three cheers were then called for and given with a will. Sir Wilfrid Laurier said that this was a war to put an end to the oppression of the people of the British Empire by the Transvani. It was not waged to crush out a people, but to establish British law in a land where British suzerainty is justly claimed and to establish an equal standard of justice and liberty.

Local troops accompanied the regiment to the wharf. The streets were lined with people and wereigny with bunting and patriotic inscrip-tions. As the ship left her moorings the utmost enthusiasm prevailed. A royal salute was fired from the citadei and the band played "The Girl I Left Behind Me," "The Maple Leaf Forever," "The Star Spangled Banner" and "God

Save the Queen. CANNED BEEF FOR AFRICA.

Trainloads Shipped from Chicago, Presumably for the British Army

CHICAGO, Oct. 30.—Several trainloads of canned beef are being shipped weekly from Chicago to Africa for the use, it is thought, of the British army. The beef is being purchased by New York merchants who say in their orders that the consignments are for use in Africa. The meat is of the grade that was termed "embalmed" during the Spanish-

American War. "Last Friday we shipped fifty carloads and before that we had been sending quantities of it on to New York," said Manager Favorite of Armour & Co. to-day. "As to whether the meat is for the British army it would be hard to say. It is certainly not for the Boers because they now have no port and could not receive sup-plies from America."

THE TRIAL OF DEROULEDE, ot on a Charge of Attempted Treason, but of Conspiring Against the State.

Special Cable Despatch to THE BUN Paris, Oct. 30.-The High Court of Justice commission has unanimously decided that there is no ground on which Paul Déroulède can now be tried for the crime of attempted treason, inasmuch as he has already been tried on that charge. The commission decided. however, by a vote of 7 to 2 that Déroulède should be tried on the charge of conspiring MM. Franck-Chauveau and Tillaye were the

two members of the commission who voted in the negative.

BRITISH OFFER TO GERMANY.

Gilbert Islands and Part of the Solomon Islands for Her Interest in Sames. Special Cable Descated to THE SUN. BERLIN, Oct. 30.—The Vossische Zeitung says that Great Britain has offered Germany the ilbert Islands and the British section of the Solomon Islands if Germany will renounce her

claims in Samoa. A Royal Wedding

Special Cable Despatch to THE BUN. LONDON, Oct. 30 .- At Kingston-on-Thames -day the Princess of Wales and her daughter, the Princess Victoria, attended the marriage of the Princess Isabelle d'Orleans to her cousin, Prince Jean d'Orleans.

> The Losses at Tuli. Special Cable Desputch to THE SUN.

CAPE Town, Oct. 30 -A Kaffir apy has reorted that in the recent fight at Tuli between he Boers and Col. Plumer's forces, the Boers ost twelve men. Many more are said to be lying in Bhodes's Dritt. Chinese Attack on French Troops.

PARIS, Oct. 30.-The Patrie reports an attack on the French troops by Chinese regulars at Quan-Chau-Wau, Southern China. Belgian Coal Miners Strike.

Special Cable Despatch to THE SUS.

Special Cable Desputch to THE SUS. ANTWERP, Oct. 30,-A large number of the oal miners in the Seraing district are on a strike. The trouble threatens to spread.

Thirteen Persons Hurt By Gas Explosions Special Cable Despatch to THE BUR. MANCHESTER, Oct. 30 -A gas main which has not been in use for some time exploded to-day.